TRIP DISTRIBUTION:

The gravity model trip distribution program was used to distribute internal trips. Data input into this program included:

1. zone-to-zone travel times obtained from minimum time paths for the 1994 major street network;
2. zonal trip productions and attractions; and
3. friction factors from calibrated trip length frequency curves.

1994 EXTERNAL-INTERNAL AND THROUGH TRIPS:

Through trips for the planning area were established using a computer program which synthesizes the distribution of traffic between the external stations (cordon). Through trip-ends are the result of subtracting external-internal trips and internal-external trips from cordon station volumes.

TRAFFIC ASSIGNMENT:

Assignment techniques are based on variables such as travel time, and distance. The most widely used factor is time. Traffic volumes were assigned to the network using a computer program which constructs minimum-time paths between zone centroids. The traffic was then loaded onto the network using a stochastic loading method which loads all the traffic on those links along the path with the shortest time between centroids. That is, trips are assigned to all "reasonable" paths between each origin and destination, each path receiving a fraction of interzonal trips.

ACCURACY CHECKS:

The traffic model was used to simulate existing traffic patterns. It's accuracy was tested using two screenlines of reference in the network. On each street crossed by a screenline a traffic count was taken. During calibration of the model the assigned traffic volumes are compared to the actual ground counts for those streets. The results of the accuracy checks are in **Table 7**. The screenlines appear on the zone map in **Figure 9**.

TABLE 7
SCREENLINE CHECK

SCREENLINE	COUNT	MODEL	%ACCURACY
A	37,940	36,777	97
B	46,840	49,410	105
TOTAL	84,780	86,187	102